

Amendments to the Claims

This listing of claims will replace all prior versions, and listings, of claims in the application.

1. - 3. (Cancelled).

4. (Currently Amended) The method as set forth in claim 35 wherein the reason for the delays delay is selected from the group consisting of parts delayed reason, parts incorrect delay reason, parts damaged delay reason, parts fit delay reason, insurance approval delay reason, insurance supplemental approval delay reason, customer delay reason, frame department delay reason, metal department delay reason, paint department delay reason, employee out delay reason, sublet delay reason, and combinations thereof.

5. - 9. (Cancelled)

10. (Currently Amended) The method as set forth in claim 35 wherein each of the repair processes include ~~process~~ includes at least one step selected from the group consisting of a disassembly step, frame step, metal step, preparation step, paint step, reassembly step, testing step, detailing step, and combinations thereof.

11. (Currently Amended) The method as set forth in claim 35 wherein each of the vehicle identifiers include ~~identifier~~ includes vehicle brand data, vehicle year data, and customer identifying data.

12. - 13. (Cancelled)

14. (Currently Amended) The method as set forth in claim 35 [[42]] further comprising the steps of:

receiving the vehicle identifiers ~~identifier~~ over a network;

receiving the reason for each of the delays delay over the network;

retrieving the particular code codes for each of the delays delay from a database;

and

sending over the network the particular codes ~~code~~ in order to use the particular codes ~~code~~ to report the proficiency of the repair processes ~~process~~ of a repair facility located remotely from the analysis module.

15. (Previously Presented) The method as set forth in claim 14 wherein the network is a global communications network connected by common protocols.

16. (Previously Presented) The method as set forth in claim 15 wherein the network is Internet.

17. - 34. (Cancelled).

35. (Currently Amended) A method of tracking a plurality of vehicles ~~vehicle~~ having a ~~vehicle identifier during a repair process~~ using a computerized analysis module with each of the vehicles having a different vehicle identifier, said method comprising the steps of:

storing the vehicle identifiers ~~identifier~~ in the analysis module such that the module can track each of the vehicles ~~the vehicle~~;

determining the repair steps necessary to complete a repair of the identified vehicle ~~each of the identified vehicles~~ to define a repair process for each of the identified vehicles;

allocating a target time period for each day of each of the repair processes ~~process~~ to define a preselected daily time target in which the repair processes will be performed on the identified vehicles;

identifying a delay during a particular repair step of the repair processes ~~process~~ if the time allocated to spent performing the repair processes on the identified vehicles ~~vehicle~~ on a particular day is less than the preselected daily time target for that particular day;

determining a length of time of the delay and storing the length of time of the delay in the analysis module;

determining a reason for each of the delays; the delay and storing the reason for the delay in the analysis module

associating a code with each of the reasons for the delays to identify particular problems occurring during the repair processes;

storing the codes of the delays in the analysis module; and

reporting a proficiency of the repair processes process using the analysis module by categorizing each of the codes to identify chronic problems occurring during the repair processes combining the length of time of the delay with the reason for the delay such that a repair facility can assess areas of improvement.

36. (Currently Amended) The method as set forth in claim 35 wherein the step of allocating a target time period for each day of each of the repair processes process is further defined as allocating the same target time period for each day of each of the repair processes process such that each of the preselected daily time targets are the same.

37. (Currently Amended) The method as set forth in claim 36 wherein the step of allocating a target time period for each day of each of the repair processes process is further defined as allocating a target time period of five hours for each day of each of the repair processes process to define a five hour preselected daily time target.

38. (Currently Amended) The method as set forth in claim 37 wherein the step of identifying a delay is further defined as identifying a delay during a particular repair step of the repair processes process if the hours allocated to spent performing the repair processes on the identified vehicles vehicle on a particular day is less than five hours.

39. (Currently Amended) The method as set forth in claim 49 [[35]] wherein the step of storing the length of time of each of the delays delay in the analysis module is further defined as storing an identifier indicative of the length of time of each of the delays delay in the analysis module.

40. (Currently Amended) The method as set forth in claim 39 wherein the identifier for the length of time of each of the delays delay is further defined as one day and the step of storing the length of time of each of the delays delay in the analysis module is further defined as storing a one day delay in the analysis module after each of the delays are delay is identified.

41. (Cancelled).

42. (Currently Amended) The method as set forth in claim 35 41 wherein the identifier for the reason for the delay is further defined as a particular code chosen further including the step of choosing a code from a plurality of delay codes before the step of associating a code with each of the reasons for the delays and the step of storing the reason for the delay in analysis module is further defined as storing a particular code in the analysis module after each delay is identified.

43. (Currently Amended) The method as set forth in claim 35 wherein the step of identifying a delay is further defined as identifying multiple delays during a particular step of one of the repair processes process.

44. (Cancelled).

45. (Currently Amended) The method as set forth in claim 35 further including the step of identifying a second delay during a subsequent repair step of the same repair process.

46. (Currently Amended) The method as set forth in claim 35 wherein the step of reporting the proficiency of the repair processes process is further defined as simultaneously reporting the particular repair steps step in which the delays were delay was identified.

47. (Currently Amended) The method as set forth in claim 35 further including the step of examining the identified vehicles vehicle to locate areas on the identified vehicles vehicle in need of repair.

48. (Currently Amended) The method as set forth in claim 47 further including the step of performing the repair steps to complete the repair of the identified vehicles vehicle.

49. (New) The method as set forth in claim 35 further including the step of determining a length of time for each of the delays and storing the length of the time of the delays in the analysis module.

50. (New) The method as set forth in claim 49 wherein the step of reporting the proficiency of the repair processes is further defined as combining the length of time of each of the delays with the code for the delays.